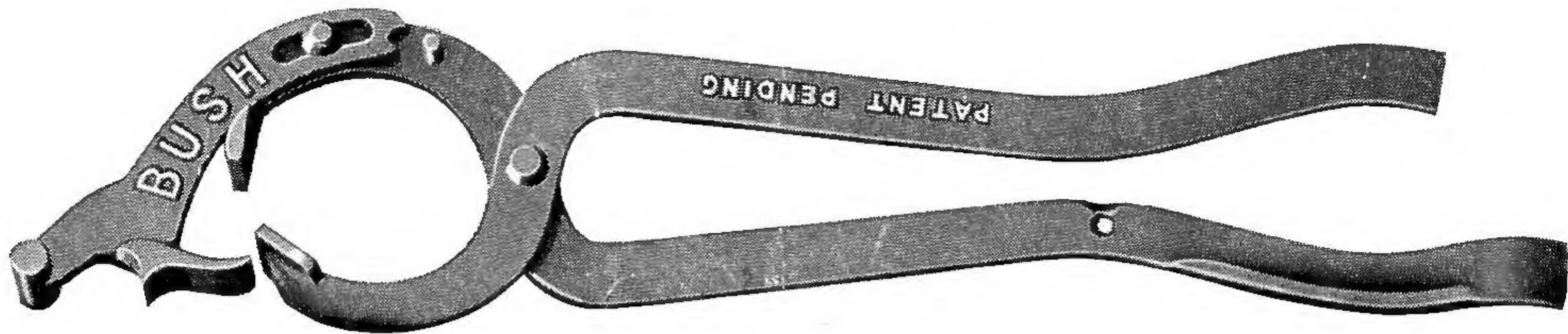


BUSH TIRE *and* RIM TOOLS

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Posted on August 16, 2019
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Manufactured by
BUSH AUTO TOOL COMPANY
INCORPORATED
BUFFALO, NEW YORK
65 OAK STREET

CLINCHER TOOL



Price \$3.75 including war tax in U. S. A.

CHANGING TIRES A PLEASURE

Did YOU ever think the troublesome job of changing tires could be truthfully called a pleasure?

A user of a BUSH Tire Tool who has had his troubles time and again removing his clincher tires and putting them on again, said: "Why, it is a pleasure to change tires with that tool."

No longer need you curse and swear along some country roadside miles from assistance, trying to get a rusted tire off: or one that is not rusted but refuses to come off just the same; and after it is off, your troubles have only begun, for it has to go back on again. The BUSH Tire Tool will handle it with ease every time.

Unless you are expecting a blow-out momentarily it is needless to lug along that extra rim and tire, for in all cases of a simple puncture; if you have a BUSH in your car, you can remove the tire, put in a sound tube and replace the tire in less time than it takes to change rims.

The BUSH Tire Tool is an insurance to the tires against abuse from the hammer, the screw driver, the cold chisel, or the ordinary tire irons.

BUSH Tire Tools are without question the biggest \$3.75 worth of efficiency, comfort and speed that YOU can buy today.

Carry a BUSH at all times for your temper's sake

The Split Demountable Rim

Unlocked, opened, closed and locked
with RIDICULOUS EASE

WITH A BUSH

SPLIT RIM TOOL



Price \$5.50 including war tax in U.S.A.

It matters not what make of rim your car is equipped with, they all look alike to the BUSH.

All sizes handled with the same ease and speed.

Tires rusted to the rims offer no resistance to the BUSH, because they must come away; and without tearing their hides off either.

The BUSH is not acquainted with the Hammer, the Sledge, the Jack, or the Crowbar. It does its work alone.

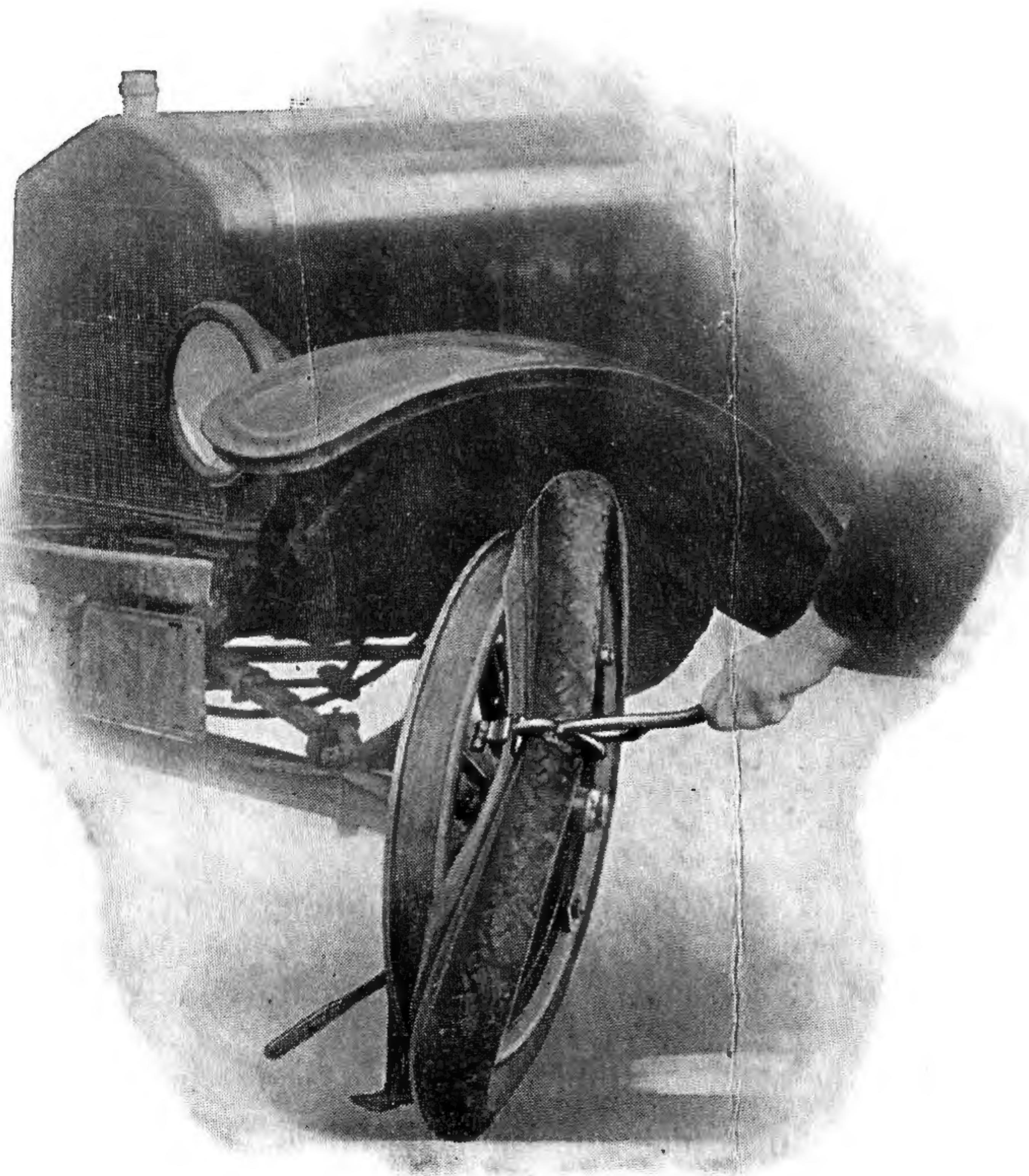
The BUSH Tire Tool is extremely simple in its operation, the photographic reproduction below showing the application of the tool in removing a tire is about all that is necessary; however, a word or two will suffice.

The pivoted arm must at all times be on the side from which the tire is to be removed.

Apply the tool, jaws open over the tire directly opposite the valve stem and close the handles locking them with the teeth of the jaws resting against the rim on both sides snugly.

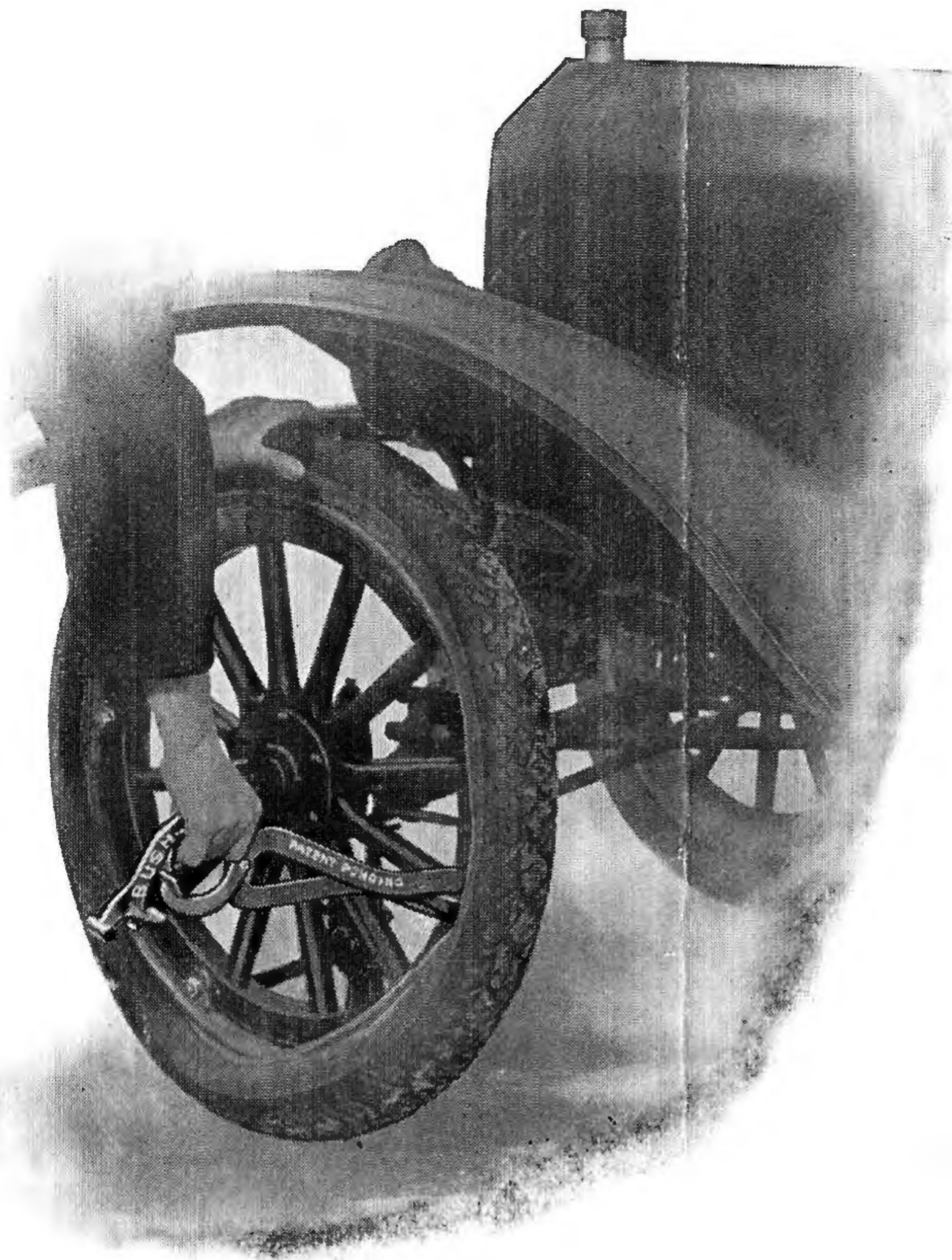
Press over on the handles until tire is raised sufficiently to permit the pivoted arm to swing under the tire and engage the rim; then by reversing the action of the handles the tire is placed in a pocket, the pivoted arm locking into position to engage the felloe of the wheel; and tire is removed with ease.

Do not worry needlessly about the inner tube, for it is protected at all times after the handles are locked.



In ordinary cases of rusted rims the closing of the jaws at intervals over the tire will release it easily; but in obstinate cases by locking the pivoted arm in position; and placing the open jaws straddle of the felloe with the inner end of the arm engaging the felloe on the opposite side from the freeze, the tire will be forced out of the bead by simply closing the jaws of the tool, bringing the tooth on the frozen side against the tire as closely to the rim as possible.

Carry a BUSH at all times for your tires sake



This photo reproduction shows the application of the BUSH Tire Tool in replacing the tire.

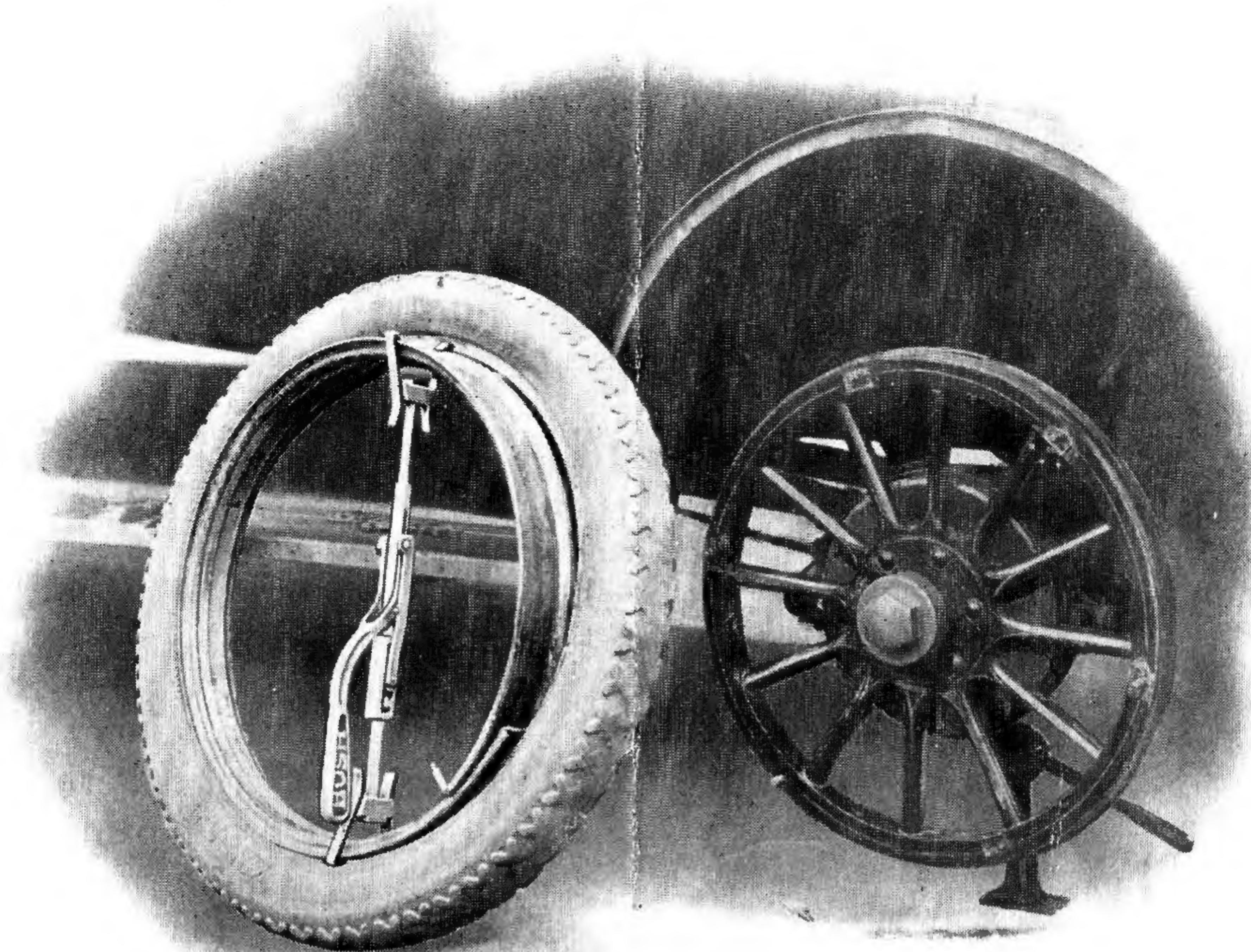
In general appearance the handles of the BUSH very much resemble the ordinary tire irons; but in replacing the tires the results obtained are self explanatory of the difference.

After seating the valve stem, put as much of the tire as is possible on by hand; this to give resistance to the tool.

Apply the finger end of the tool handles locked with the curved side to the rim, in between the tire and rim about five or six inches from where the tire leaves the bead, leaving the tire on as with a tire iron. Four or five applications will replace the most obstinate tire with very little exertion.

The BUSH Tire Tool operates fully as satisfactorily with the demountable rim removed, as when on the wheel; thus is a most valuable labor saving device for the Garage, the Service Station, or the Vulcanizing Shop, as well as the individual car owner.

Get a BUSH and save TIME, TIRES, PATIENCE and MONEY



Instantaneous adjustment makes the BUSH Rim Tool ready at all times for any make or size of Split Rims.

Simply apply the tool with all four fingers over the edges of the rim and get the required adjustment in the rack for your size of rim. The fingers are supplied with springs which hold them in place and position them for performing their functions.

By pushing the lever from you the rim will readily expand sufficiently to break any rust or corrodation that has formed and would prevent unlocking the rim for opening. After you have the rim unlocked take the easiest leverage first for opening the split, then position the tool one half the distance between the split and its opposite side and open the rim to the required size to easily remove it from the tire. The lever when pulled down to its stops will lock itself and firmly hold the rim until it is released for closing.

After rim has been replaced in the tire, release the lever by holding it firmly to prevent rim from jumping sidewise and bending the valve stem over. Then close the tool to its smallest capacity and position it as closely as possible to the side of the rim nearest the split, when by pushing on the lever the rim will easily expand to the required distance for locking. Use the same method for locking as for unlocking.

To fully realize the ridiculous ease with which the Split Demountable Rims can be handled you must do the stunt yourself with a BUSH.

Get a BUSH at the earliest possible moment and enjoy motoring to the fullest extent.

If your dealer can not supply you, send Money Order or Draft direct; and shipment will be made to any part of the U. S. A. all charges prepaid.